

March 5, 1983

MEMO TO: Leonard Luchner
FROM: Christopher Lane
SUBJECT: Meeting of March 1, 1983/Reflections and Issues

At your direction I am submitting my recollections of our Tuesday meeting as called by you to discuss issues and circumstances involved with the race course. As Dick Paret and I indicated, you as Chairman were taking copious notes which I am sure are accurate. I am glad to have this opportunity to submit my reflections for incorporation into your final report. As I indicated on Tuesday and again Wednesday at a meeting on the finish line activities, I am very, very concerned about issues and circumstances which either fall between the gaps of various committee responsibility areas or those conditions and situations which a committee feels are either in the area of responsibility and jurisdiction of or being handled by another or other committees.

Less this narrative get much longer I will use outline form for the remainder of it. Most of the topics or issues I will highlight have been either discussed at length by us on Tuesday or you have indicated that they are in the province of other committees. I, of course, stand ready to meet with you and or others to discuss any and all topics mentioned.

- I. VEHICLES - must be limited - need unique identification
(using the diagram as submitted by C. Lane)
- A. Press Pool - one van approximately 14 capacity - to maintain a position behind lead runners with radio operator
 - B. TV (Metro media) vehicle - one with radio operator and possibly a race coordinator - prime vehicle
 - C. Pace car - Referee, Seiko, Timer, with radio operator (although Alan Steinfeld was mentioned as the timer, I suggest Tony Nota - keep it BAA)
 - D. Photo Truck - (a question of who gets the truck?) - limit number of persons - if public radio wants to broadcast, why not from here? i.e. no separate public radio vehicle - must have radio operator in cab - Race Coordinator to facilitate vehicle movement, etc. from top of photo truck with radio operator
 - E. State Police Command Car with radio operator and/or contact with Race Coordinator at all times
 - F. Sound System Vehicle - to proceed leaders and procession by 3 to 4 minutes - to be in contact with Race Coordinator via radio operator

I. VEHICLES - continued

G. State Police Motorcycle Wedge - NOTE - in discussion the problem of bicycle interference and the changes thereof were stressed. A bike trap and/or additional cycles away from runners was also discussed.

H. The possibility of a lead car for the Race Coordinator was discarded as non-functional and contrary to philosophy of limited vehicles.

II. CHECK POINTS - 5, 10, 15, 20, 25 with timers, recorders, and radio operator (see note below) also at 1/2 marathon/mile markers 1 thru 25 both sides of race/Kilo markers at 5K intervals, 5K thru 40K also both sides - times at traditional checkpoints are to be provided from the pace car.

IIA. CHECK POINT STAFFING - Identification of Authorized Persons - each to have a person in charge - suggestion of teams of 5-2 timers, 2 recorders, 1 radio operator. Each to be advised in writing, before the race, of duties and responsibilities. Suggestions that timers and recorders be MT&F officials and that BAA checkers be used in another capacity such as distributing medals, recording end of chute, etc. Each person must be given some type of unique identification that is for the role and function to be performed and which is NOT transferable to other areas - especially the finish area.

IIB. CHECK POINT RESPONSIBILITIES - all information to be given to radio operator for transmission/time -
1-10 men transmit immediately 11-100 men transmit ASAP
1-5 women transmit immediately 6-25 women transmit ASAP
Recorders to follow the same pattern.
Both timers and recorders must work in cooperation with radio operator

III. CROWD CONTROL/RACE COURSE SECURITY -
Some issues of crowd control were discussed especially at several identified "difficulty" areas. The issue of crowd control and/or coordination of all security(race course) was placed with Charles Barry.

IV. IDENTIFICATION AND CREDENTIALS - much degree of concern about the need for a limited supply of authorized credentials and bout uniqueness so as to reduce transferability. An "official" person should NOT be able to go into other areas where they have no "official" function.

V. OTHER CONCERNS -

Coordination of "Poop Out" buses (Kingsley?)
Coordination of vehicles to pick up runners at hospitals on course (Adner?)
Access for procession vehicles through Gloucester St. to
Boylston (who???)
Runner transportation - coordination (Kingsley?)
Caravan of baggage vehicles with radio operator (?)
Water stations were NOT discussed
Runners Numbers (women) different color background (?)

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V. OTHER CONCERNS - continued

Len, as I indicated on the phone yesterday I have been requested by Tim and Rod to submit a similar report to them of my concerns on overlap or "something falling between the cracks". As I indicated I'll hold off on that submission of a report until you have the opportunity to submit yours.

RACE COURSE '83



PRESS POOL



xx

PHOTO



PACE

STATE
POLICE



SOUND SYSTEM
VEHICLE